

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY

In the Matter of:

MAJOR MARINE ACCIDENT	* NTSB Project ID
COLLISION JAPANESE FISHERIES	* No. 51701
TRAINING VESSEL EHIME MARU AND	* DCA01MM022
U.S. NAVY NUCLEAR ATTACK	*
SUBMARINE USS GREENEVILLE	*

Recorded Interview ET3 BLANDING
(Tape 14 Side A)

Sunday,
February 18, 2001

1 P R O C E E D I N G S

2 MR. ROTH-ROFFY: Okay. The time is 18:14.

3 And it is Sunday, 18th of February 2001.

4 And we are here to interview Petty Officer
5 Blanding.

6 Good afternoon, Petty Officer Blanding. My
7 name is Tom Roth-Roffy. And I am an accident
8 investigator with the National Transportation Safety
9 Board. I and several other investigators are here to
10 investigate the accident that occurred between the USS
11 Greeneville and the fishing vessel EHIME MARU that
12 occurred on February 9, 2001.

13 For your information the National
14 Transportation Safety Board is a Federal Government
15 agency responsible for investigating transportation
16 accidents in the United States. The purpose of the
17 Safety Board's investigation is to determine the cause
18 of the accident and to make recommendations aimed at
19 preventing the reoccurrence of similar accidents in the
20 future.

21 In our investigation we make no effort to
22 assign blame to any person involved in the accident,
23 nor can we penalize any person involved in the
24 accident. Our investigation is strictly safety in

1 nature and not a legal investigation.

2 If you desire, you may have another person
3 assist you with the investigation. Would you like to,
4 do you think you will need somebody help you or do you
5 believe you can get through?

6 MR. BLANDING: Yes, sir.

7 MR. ROTH-ROFFY: Okay. So, also joining me
8 in the investigation are the United States Navy and the
9 United States Coast Guard. Those seated at the table
10 here and I would ask them now to introduce themselves.

11 MR. WOODY: Bill Woody, NTSB.

12 MR. STRAUCH: I am Barry Strauch from the
13 NTSB.

14 LIEUTENANT JG KUSANO: Lieutenant JG Ken
15 Kusano from the United States Coast Guard.

16 LIEUTENANT JOHNSON: Lieutenant Charlie
17 Johnson, United States Coast Guard.

18 LIEUTENANT COMMANDER SANTOMAURO: Lieutenant
19 Commander Santomauro, United States Navy.

20 COMMANDER CACCIVIO: Commander Caccivio, U.S.
21 Navy.

22 MR. ROTH-ROFFY: Okay. What I would like you
23 to do now, sir, is to try to remember back February
24 9th, Friday morning, and please try to describe what

1 you were doing that morning and provide as much detail
2 as you can? Starting say from the time the vessel got
3 underway, and just do it in a narrative form and I
4 would like you to go from start to finish and describe
5 your events until say, until all of the survivors were
6 picked up by the United States Coast Guard. So, if you
7 would go ahead and do that.

8 MR. BLANDING: Sure.

9 MR. ROTH-ROFFY: Take your time and think
10 about it a little bit and try to visualize it and just
11 tell us what you saw, heard, etc?

12 MR. BLANDING: I was stationed in the piloting
13 party, I don't know what time it was. But, an hour
14 after -- piloting party --

15 MR. ROTH-ROFFY: Did you say piloting party?

16 MR. BLANDING: Piloting -- I can tell you
17 about the lunch. Before lunch, I had the watch before
18 all the way until lunch time. I don't remember exactly
19 what happened before lunch.

20 MR. ROTH-ROFFY: Were you on watch before
21 lunch?

22 MR. BLANDING: Yes, I was. Basically during
23 routine. -- south port air box, basically that was it.

24 MR. ROTH-ROFFY: Okay. Let's start from

1 after lunch then.

2 MR. BLANDING: After lunch we were like, on
3 north course. We were doing angles and dangles. We
4 started doing angles and dangles. We did that until
5 like, until like 1:30, 1:45. Something like that in
6 there, I am not sure of the time.

7 MR. ROTH-ROFFY: A little louder if you don't
8 mind. Can you hear all right? Yes, if you could
9 please speak up, I would really appreciate it.

10 MR. ROTH-ROFFY: You say after lunch?

11 MR. BLANDING: After lunch. Okay. We were
12 doing angles and dangles, basically. After angles and
13 dangles, they wanted to do an emergency blow. -- out
14 to the left, out to the right, like a southeasterly
15 course. Came up, no close contacts. Then I looked no
16 close contacts. Then emergency deep, went deep to 400
17 feet, then got to 40 feet, came right course 3-4-8,
18 something like that, but before we got to 3-4-8, called
19 mid ships, which is an ordered course for the
20 emergency blow, and we hit the Japanese fishing vessel.

21 MR. ROTH-ROFFY: Okay. Could you describe
22 your general duties, what your position, title is and
23 what you generally are responsible for doing, during
24 your watch?

1 MR. BLANDING: Okay. Basically, my thing is,
2 my job is basically to keep the boat off the bottom,
3 and bring them back home. Make sure we don't hit any
4 like land, any buoys, that is my job.

5 MR. ROTH-ROFFY: How do you carry out that
6 job?

7 MR. BLANDING: Using different sources, using
8 the ENGPS, verify ship position. Using phenodomoter,
9 taking water depth, make sure we have enough water
10 underneath the kiel. Using a chart, find position on
11 the chart, verify where, on the chart, within our box.

12 MR. ROTH-ROFFY: And do you, in your duties,
13 do you keep track of sonar contacts?

14 MR. BLANDING: No, sir.

15 MR. ROTH-ROFFY: And could you describe in a
16 little bit more detail, if you would, actually in a bit
17 more detail, the sequence of events that you observed
18 during angles and dangles and the period of time
19 following that, what you heard, observed in the control
20 room? For example, who was giving orders and what were
21 the orders?

22 MR. BLANDING: I am not sure what the orders
23 were, but the Captain was giving orders to the OD and
24 the OD was relaying them to the helm. I am not sure

1 what the courses we were coming to. We were doing like
2 left 15, right 15. Stuff like that. Trying different
3 angles, going up and going down.

4 MR. ROTH-ROFFY: And your job again is to
5 maintain a plot of the ship's position --

6 MR. BLANDING: Yes, sir.

7 MR. ROTH-ROFFY: -- On a chart.

8 MR. BLANDING: Yes, sir.

9 MR. ROTH-ROFFY: Using, which kind of
10 instruments? Please a little bit slower.

11 MR. BLANDING: We use ESGN, which is like a DR
12 source, it takes into account course and speed.

13 MR. ROTH-ROFFY: ESGN I believe is -- Could
14 you tell us what that stands for?

15 MR. BLANDING: Navigational Unit, basically
16 it -- Basically it has two channels, they can page each
17 other. Usually channel one is the master channel. You
18 can plot that channel, you plot E2, make sure we have a
19 fixed suspension circle, which I was at this time --
20 make sure we were at both channels within that one
21 mile, because -- circle. That was it.

22 MR. ROTH-ROFFY: And you also have GPS.

23 MR. BLANDING: GPS, we get that one, we get
24 that one PD, or we are on the surface. Get GPS, and we

1 get that, we compare it to ESG channels, right. But,
2 we have got GPS fixed. ESGN and GPS was basically
3 right on it. (Inaudible)

4 MR. STRAUCH: I am just going to move over
5 here, I can't hear him very well.

6 (Pause.)

7 MR. ROTH-ROFFY: And how often are you
8 required or how often do you mark down the ship's
9 position?

10 MR. BLANDING: At this time, every half hour,
11 because it was less than 15 knots, so it was every
12 half hour.

13 MR. ROTH-ROFFY: Every half hour you put down
14 the ship's position.

15 MR. BLANDING: -- every 15 minutes. --
16 station -- which is NASU, and operator.

17 MR. ROTH-ROFFY: Mr. Woody, would you like to
18 ask a couple of questions.

19 MR. WOODY: You say you have a inertial
20 navigation, and you have two --

21 MR. BLANDING: It is -- Navigation, that is
22 what ESGN stands for.

23 MR. WOODY: I am sorry, what does it stand
24 for, please?

1 MR. BLANDING: -- spin gyro navigation, that
2 is what ESGN stands for.

3 MR. WOODY: I just didn't hear you.
4 Do you hear me all right?

5 MR. BLANDING: Yes.

6 MR. WOODY: Okay. So, you have two inertial
7 navigation systems.

8 MR. BLANDING: Actually there is, yes. There
9 are two channels, yes.

10 MR. WOODY: And do you observe them to make
11 sure they stay together?

12 MR. BLANDING: Yes, sir.

13 MR. WOODY: And you use, how do you make, how
14 often do you have to set them to make sure they stay
15 together?

16 MR. BLANDING: It all depends, how the
17 channels are running, how the IMEs are running. It all
18 depends.

19 MR. WOODY: Can you characterize that a little
20 bit for us? How they are running?

21 MR. BLANDING: They are running basically on
22 both channels.

23 MR. WOODY: Mostly right on. Well, how often
24 do you have to reset them?

1 MR. BLANDING: Any time they come into EPS.
2 Any kind of DP, we have got a GPS fix on a -- six, we
3 put a fix in ESGN.

4 MR. WOODY: You set them at that time.

5 MR. BLANDING: Not really set them, we just
6 compare, make sure they are not too far off.

7 MR. WOODY: You compare them.

8 MR. BLANDING: Yes.

9 MR. WOODY: When you say not too far off, how
10 much is that?

11 MR. BLANDING: Basically like, for instance,
12 like, the ESGN fix is like within a half mile of each
13 other.

14 MR. WOODY: Okay. Say again, please.

15 MR. BLANDING: We got IGSP fix, and ESGN fix,
16 the bottom of the chart, they are within half mile of
17 each other.

18 MR. WOODY: Within a half mile of each other.
19 Is that pretty typical?

20 MR. BLANDING: Yes, sir.

21 MR. WOODY: Now, you say you take the reading
22 of GPS or I am sorry, the Inertial Navigation system
23 every 15 minutes.

24 MR. BLANDING: Yes, when we are in --

1 MR. WOODY: When you do what?

2 MR. BLANDING: Modified piloting party.

3 MR. WOODY: Modified --

4 MR. BLANDING: Piloting party.

5 MR. WOODY: Piloting party.

6 MR. BLANDING: Yes.

7 MR. WOODY: In other words, maneuvering watch.

8 MR. BLANDING: No.

9 MR. WOODY: No?

10 MR. BLANDING: It is different, separate

11 different watch. This is -- nav supe and the pheno --

12 operator.

13 MR. WOODY: Okay. What do you mark these

14 things at? Where do you mark these positions?

15 MR. BLANDING: Deck logs, not deck logs, we

16 have a position log.

17 MR. WOODY: Position log.

18 MR. BLANDING: We mark 19 handy R, channel 1,

19 channel 2.

20 MR. WOODY: Do you keep any kind of plot on a

21 chart or BRT or anything like that?

22 MR. BLANDING: We have a chart. We put my log

23 on a chart.

24 MR. WOODY: So, is there a milo reading

1 records existing on that chart?

2 MR. BLANDING: We have no reason to erase
3 them.

4 MR. WOODY: Usually erase them.

5 MR. BLANDING: All my logs is a plain piece of
6 paper and you write on it.

7 MR. WOODY: Okay. Do you have any kind of a
8 paper record on the ship's track that day?

9 MR. BLANDING: We have the deck logs.

10 MR. WOODY: Deck logs, I know, but any kind of
11 written plot of the courses.

12 MR. BLANDING: The only thing I marked in the
13 chart right was where we had the collision at. That is
14 actually on the chart. Everything else was on mylar.

15 MR. WOODY: Everything else is on mylar. Do
16 you still have the mylar?

17 MR. BLANDING: No, sir.

18 MR. WOODY: Okay. Did you use something like
19 that DRT?

20 MR. BLANDING: The DRTS, we didn't use DRT,
21 aquatic control, we use the next part over, write on
22 these papers so we could track how many floating boats,
23 the rafts and basically the general direction, where
24 they were at.

1 MR. WOODY: Do you ever run the, mark the DRT
2 every 10 minutes or every five minutes --

3 MR. BLANDING: I wasn't doing that, that was
4 another plotter.

5 MR. WOODY: Another plotter was doing that.
6 Was it done that day?

7 MR. BLANDING: Plotting, plotting, because
8 they were like, hey, they were like raft -- and they
9 put down there and raft being --

10 MR. WOODY: I think, now, we are talking about
11 the day of the accident. Was any kind of a DRT trace
12 being kept that day?

13 MR. BLANDING: Yes, there is a chart -- and
14 there is a DRT paper, just like an onion paper.

15 MR. WOODY: Right. And it was on, was it and
16 marked the day of the accident?

17 MR. BLANDING: After we hit it, right, they
18 marked it, bearings to the contacts.

19 MR. WOODY: Okay. Was the DRT started after
20 the accident?

21 MR. BLANDING: Usually we don't keep that
22 running. That is usually like --

23 MR. WOODY: So, it was not running before the
24 accident.

1 MR. BLANDING: Explain what is DRT to you?

2 What is DRT to you? The DRT is paper, paper and --

3 MR. WOODY: Tracer. Piece of paper on a chart
4 and DRT, marks every now and then.

5 MR. BLANDING: Yes, that is what they what
6 they were doing after we hit the contact.

7 MR. WOODY: Hit the contact.

8 MR. BLANDING: Usually you have chart -- after
9 we hit the contact, they keep a track of everybody else
10 in the rafts, where the rafts were. We plotted it on a
11 separate chart, separate piece of paper.

12 LIEUTENANT COMMANDER SANTOMAURO: Just for the
13 record, this is Lieutenant Commander Santomauro. The
14 ship's position log, if you need a reference for this
15 data, that is the position log for day.

16 MR. WOODY: Okay.

17 LIEUTENANT COMMANDER SANTOMAURO: He would be
18 entering in the ship's position.

19 MR. WOODY: Were you in the vicinity, you went
20 up watch at 12 o'clock.

21 MR. BLANDING: Yes, sir.

22 MR. WOODY: Were you in the control room after
23 12 o'clock?

24 MR. BLANDING: After I eat lunch, after I eat

1 lunch, I came back, but I came back like, I am not sure
2 of the time, but sometime after lunch I came to relieve
3 watch, because the guy went to do the charts.

4 MR. WOODY: The other guy what?

5 MR. BLANDING: Went to do charts, went to prep
6 some charts.

7 MR. WOODY: Went to do charts. What does that
8 mean?

9 MR. BLANDING: Prepping charts for next week,
10 when we were suppose to go underway, but we didn't.
11 Prepare charts for next cruise, lay down next week's
12 water, basically.

13 MR. WOODY: Do what?

14 MR. BLANDING: Prepping charts for next week.

15 MR. WOODY: Prepping charts for next week.

16 MR. BLANDING: Yes.

17 MR. WOODY: All right.

18 COMMANDER CACCIVIO: This is Commander
19 Caccivio. These gentlemen are not submariners. Okay.
20 I don't know that was made clear to you. So,
21 typically acronyms or probably submarine type terms you
22 will have to probably explain and probably not using
23 the acronym being more explicit in terms of the
24 technology and make sure you convey what you mean. And

1 maybe that will help get your meaning across a little
2 bit better for the official record, okay.

3 MR. BLANDING: Yes, sir.

4 MR. WOODY: You came back sometimes after
5 lunch, what time might that have been?

6 MR. BLANDING: I can't remember the exact
7 time. I want to say an hour, one hour after lunch.

8 MR. WOODY: An hour.

9 MR. BLANDING: I am not sure of the time
10 really.

11 MR. WOODY: Were you in the control room at
12 the time of the emergency surface?

13 MR. BLANDING: Yes, I was, I was on watch
14 then.

15 MR. WOODY: You were on watch then.

16 MR. BLANDING: Yes, sir.

17 MR. WOODY: Okay. What time did you go back
18 on watch? You relieved the watch. That is why you were
19 on watch.

20 MR. BLANDING: I relieved the watch at 12:30.

21 MR. WOODY: Twelve thirty.

22 Can you tell us what happened then? And tell
23 us sort of slowly, I can't understand you. You are on
24 watch. And I remember you said very quickly that

1 periscope depth --

2 MR. BLANDING: We were doing angles and
3 dangles.

4 MR. WOODY: Okay. Angles and dangles.

5 MR. BLANDING: Angles and dangles after lunch.

6 MR. WOODY: Okay. After lunch, what time did
7 that conclude?

8 MR. BLANDING: What, the time of angles and
9 dangles, the time we ended angles and dangles?

10 MR. WOODY: Sure.

11 MR. BLANDING: About 13:36.

12 MR. WOODY: Pardon me?

13 MR. BLANDING: Thirteen thirty six. That is
14 the time they raised them two scopes at 13:36.

15 MR. WOODY: Raised the scope at 13:36.

16 MR. BLANDING: Yes, sir.

17 MR. WOODY: Okay.

18 LIEUTENANT COMMANDER SANTOMAURO: Excuse me,
19 was your question when we did angles or dangles or when
20 did we go to PD?

21 MR. WOODY: When did we secure angles and
22 dangles?

23 MR. BLANDING: About --

24 MR. WOODY: I was asking angles and dangles,

1 he said he started them sometime after lunch, and I
2 asked him when did they finish?

3 LIEUTENANT COMMANDER SANTOMAURO: Okay. Why
4 don't we ask that question again, because obviously we
5 finished the angles and dangles before we went to
6 periscope depth.

7 MR. BLANDING: Yes, sir.

8 MR. WOODY: Do you want me to repeat question?
9 When did you start angles and dangles and when did
10 they end?

11 MR. BLANDING: We started angles and dangles
12 at approximately about, about 13:15, it looks like.

13 MR. WOODY: Is that your penmanship?

14 MR. BLANDING: Excuse me?

15 MR. WOODY: Is that your penmanship?

16 MR. BLANDING: Yes, sir.

17 MR. WOODY: Your penmanship, is it about or
18 exactly.

19 MR. BLANDING: Say again?

20 MR. WOODY: Is it 13:15? Excuse me, when you
21 say about?

22 MR. BLANDING: Thirteen fifteen was the time.

23 MR. WOODY: Okay. You ended at what time?

24 MR. BLANDING: Say again?

1 MR. WOODY: The angles and dangles ended at
2 what time?

3 MR. BLANDING: Ended at what time.

4 (Pause.)

5 MR. WOODY: If you don't find you have logged
6 the end of the angles and dangles.

7 MR. BLANDING: I have it right here.

8 MR. WOODY: All right.

9 MR. BLANDING: Say about 13:31, that is when
10 we slowed down, so, about 13:31 is when we were ending
11 angles and dangles.

12 MR. WOODY: Okay. Let's see the next event,
13 after angles and dangles.

14 MR. BLANDING: We did a baffle clear.

15 MR. WOODY: Baffle clear, what time?

16 MR. BLANDING: It looks like we started baffle
17 clear at 13:28.

18 MR. WOODY: Thirteen twenty eight?

19 MR. BLANDING: By the time we started baffle
20 clear.

21 MR. WOODY: I am sorry, 13:28 was what?

22 MR. BLANDING: Thirteen twenty eight was the
23 time like we started baffle clear. It looks like that.
24 We -- get to the right, to the left and to the right,

1 cross 1-2-0.

2 MR. WOODY: I am sorry, say the course again,
3 please?

4 MR. BLANDING: One, two, zero, we came to the
5 right.

6 MR. WOODY: Okay.

7 MR. BLANDING: Course 1-2-0, came to the
8 left. -- on that course.

9 MR. WOODY: Okay.

10 MR. BLANDING: Came to cross 1-2-0. Make
11 turns for six knots.

12 MR. WOODY: Six knots. And was there any kind
13 of preparation for, what was the next evolution,
14 periscope depth?

15 MR. BLANDING: When, after the baffle clear?

16 MR. WOODY: Right.

17 MR. BLANDING: It was all stations --
18 periscope depth, dive 6-0 feet.

19 MR. WOODY: Six, oh, feet.

20 MR. BLANDING: Six, zero. Say again?

21 MR. WOODY: Six, zero is logged.

22 MR. BLANDING: Yes.

23 MR. WOODY: It is?

24 MR. BLANDING: Main depth six, zero feet.

1 MR. WOODY: Okay.

2 MR. BLANDING: Came to six, zero feet, that is
3 when we raised number two scope. No close contacts.

4 MR. WOODY: What is the next logged depth that
5 was --

6 MR. BLANDING: The next depth right, okay, the
7 main depth six, zero feet, it came to six, zero feet,
8 and we raised number two scope.

9 MR. WOODY: To six, zero feet?

10 MR. BLANDING: Six, zero feet.

11 MR. WOODY: And raised number two.

12 MR. BLANDING: Number two scope at six, zero.

13 MR. WOODY: I am sorry, it came to six, zero
14 feet. That is one of the first log entries, you came
15 to six, zero feet.

16 MR. BLANDING: It says makes depth six, zero
17 feet.

18 MR. WOODY: Make six, zero feet.

19 MR. BLANDING: Make depth six, zero feet.

20 MR. WOODY: Okay.

21 MR. BLANDING: All right. Then 13:40 is when
22 we reached six, zero feet.

23 MR. WOODY: Thirteen, forty.

24 MR. BLANDING: When we actually got to six,

1 zero feet.

2 MR. WOODY: Okay. And raised number two
3 scope.

4 MR. BLANDING: Raised number two before that.
5 We were raising the scope before we came up to PD.

6 MR. WOODY: You were raising before you
7 actually hit.

8 MR. BLANDING: Yes.

9 MR. WOODY: Okay. How many minutes before
10 that, 20, 15 seconds, 20 seconds? When do you raise,
11 when does the scope raise? Did you log that?

12 MR. BLANDING: We raised the scope at 13:36.
13 That is the time we raised the scope. Same time they
14 decided to make the depth six, zero feet.

15 MR. WOODY: Okay. And you actually reach
16 six, oh feet at 13:40.

17 MR. BLANDING: Yes.

18 MR. WOODY: It seems like a lot of time.
19 Anything, any logged entry between 13:36 and 13:40?

20 MR. BLANDING: No, there isn't.

21 MR. WOODY: Anything you can think of that
22 happened.

23 MR. BLANDING: It was just coming up.

24 MR. WOODY: Just coming up.

1 MR. BLANDING: I was trying to get, basically
2 I was trying to get, I put -- initiate, so, because
3 that we can have GPS fix quicker, I was trying to -- I
4 was planning to go to PD at this time.

5 MR. WOODY: Okay. You were preparing to go
6 to, what did you specifically do to go to, to prepare?

7 MR. BLANDING: GPS, get position, I shifted
8 the GPS unit, satellite status, so I could see what
9 satellites are out there -- to initiate.

10 MR. WOODY: Okay.

11 MR. BLANDING: -- navigate, grab the
12 satellites quicker, which it usually does.

13 MR. WOODY: The intent of the DIP satellite
14 signal --

15 MR. BLANDING: It is on scope.

16 MR. WOODY: It is on scope, okay.

17 MR. BLANDING: Yes, sir. Okay. So, you are
18 ready to acquire the GPS position as soon as the scope
19 clears the water. Is that a correct understanding?

20 MR. BLANDING: Yes, sir.

21 MR. WOODY: Okay. That was your preparation.
22 Was there any preparation that you did for going to
23 periscope depth?

24 MR. BLANDING: That is what I did.

1 MR. WOODY: Is that the only preparation, that
2 is your sole, that is the main one?

3 MR. BLANDING: Yes, and make sure that we were
4 in our water.

5 MR. WOODY: Make sure what, please?

6 MR. BLANDING: We were in our water. In
7 assigned water.

8 MR. WOODY: Make sure what?

9 MR. BLANDING: We are in our assigned water.

10 MR. WOODY: Make sure you are in your assigned
11 waterway. Your assigned area.

12 MR. BLANDING: Yes.

13 MR. WOODY: I see. Was there ever a doubt
14 that you were out of your water or not?

15 MR. BLANDING: No, sir.

16 MR. WOODY: So, 13:40 you are at periscope
17 depth. What was the next evolution that you were
18 involved in?

19 MR. BLANDING: I was involved in?

20 MR. WOODY: Yes.

21 MR. BLANDING: Basically, all I do is get
22 position, but after that, about 6:40 I say no close
23 contacts and came deep, went deep.

24 MR. WOODY: You say 6:40?

1 MR. BLANDING: About 13:40.

2 MR. WOODY: Thirteen, forty. Okay. No close
3 contacts. Got that. Now, what was the next thing you
4 were involved in? Any other particular duties you did
5 at this time? Do you remember what you did at this
6 time?

7 MR. BLANDING: I was trying to get a GPS fix,
8 which I never got.

9 MR. WOODY: You never got a GPS fix.

10 MR. BLANDING: No.

11 MR. WOODY: Okay. How long does it take to
12 get a GPS fix?

13 MR. BLANDING: Say again.

14 MR. WOODY: How long does it take to get a GPS
15 fix?

16 MR. BLANDING: It all depends on the
17 satellites and on the antenna. Sometimes between 10,
18 sometimes it takes 10 minutes and sometimes it takes an
19 hour, all depends.

20 MR. WOODY: To get a satellite in this area.

21 MR. BLANDING: Yes. No, this area takes
22 about, between five and 10 minutes in this area.

23 MR. WOODY: Five to ten minutes for a GPS fix
24 in this area.

1 MR. BLANDING: Yes, sir. On military,
2 commercial, commercial is usually right away.

3 MR. WOODY: I am sorry, what?

4 MR. BLANDING: Commercial GPS right away.

5 MR. WOODY: Commercial GPS.

6 MR. BLANDING: It is usually instantly, like
7 as soon as we come up, and we shift it over, sometimes
8 it pops up like that.

9 MR. WOODY: Am I to understand there is
10 military GPS and a commercial GPS?

11 MR. BLANDING: Yes, sir.

12 MR. WOODY: And the commercial GPS is
13 available quicker, more quickly?

14 MR. BLANDING Most of the time, yes, sir.
15 Usually, -- satellite is quicker.

16 MR. WOODY: -- satellites are quicker.
17 Is that a commercial GPS that you have, that you --
18 Okay.

19 (Pause.)

20 MR. WOODY: When you say commercial GPS, is
21 that a commercial GPS receiver that you, that the ship
22 has as opposed to a Navy?

23 MR. BLANDING: Yes, sir.

24 MR. WOODY: So, the commercial GPS is quicker.

1 MR. BLANDING: Most of the time it is quicker.

2 MR. WOODY: Its is quicker.

3 MR. BLANDING: Most of the time.

4 MR. WOODY: But, it still could take 10
5 minutes?

6 MR. BLANDING: It could take, sometimes we,
7 you know, we never get a commercial GPS sometimes, all
8 depends on where we are at.

9 MR. WOODY: Right in this area here, would it
10 take 10 minutes to get a GPS fix in this area?

11 MR. BLANDING: Yes, sometimes between that,
12 between five and 10 minutes.

13 MR. WOODY: Five and ten minutes.

14 (Pause.)

15 MR. WOODY: All right. What was the next dept
16 that you came to?

17 MR. BLANDING: After that, there was no close
18 contacts, about the same time we went --

19 MR. WOODY: Was there another depth that you
20 came to before, after 6-0 feet? Now, we have heard a
21 lot of people say that there was a depth of --

22 MR. BLANDING: -- five, six.

23 MR. WOODY: Five, six.

24 MR. BLANDING: I must have missed that in the

1 deck logs.

2 MR. WOODY: Do you recall hearing five, six or
3 five, eight or what?

4 MR. BLANDING: Say again.

5 MR. WOODY: Do you recall hearing --

6 MR. BLANDING: I think it was five, six feet.

7 MR. WOODY: You think it was five, six. Who,
8 was it the Captain that said this or was it the OD said
9 this?

10 MR. BLANDING: Before the Captain was relaying
11 things to the OD.

12 MR. WOODY: And your recollection is it was
13 five, six.

14 MR. BLANDING: Yes, sir.

15 MR. WOODY: But, you didn't log it.

16 MR. BLANDING: I must have forgot, because
17 there are a bunch of things going on at once, sometimes
18 you forget things in the deck logs.

19 MR. WOODY: Tell us what is going on at once?

20 MR. BLANDING: Preparing to surface, preparing
21 to -- stuff like that.

22 MR. WOODY: How did they involve you?

23 MR. BLANDING: Because people -- Can we take a
24 break?

1 MR. WOODY: Sure.

2 MR. ROTH-ROFFY: Sure.

3 (Whereupon, a short break was taken.)

4 MR. WOODY: We know this is not easy, but you
5 are helping us. And we appreciate it.

6 Okay. And you do recall five, six feet.
7 That was interesting. We have had many different
8 people tell us different depths. The quartermaster of
9 the watch, his recollection is 56 feet. That means a
10 lot to us, because it tells us what the ship's depth
11 was and what kind of look the Captain was able to make.
12 We appreciate that.

13 Okay. Were you the quartermaster of the
14 watch when the ship to emergency deep?

15 MR. BLANDING: Emergency deep, yes, sir.

16 MR. WOODY: You were, okay.

17 Okay. And when the ship went to emergency
18 deep was there any clearing of baffles or anything like
19 that?

20 MR. BLANDING: After we emergency deep, no, we
21 just came right. So, I believe it was three, four,
22 eight, or somewhat in that area. We never got there.

23 MR. WOODY: You never got there.

24 MR. BLANDING: We -- and emergency blow.

1 MR. WOODY: Okay. Think real carefully.
2 When the ship had, when the emergency blow was
3 executed, what was the heading of the ship when --

4 MR. BLANDING: -- (inaudible)

5 MR. WOODY: Was the ship between left or right
6 at that time?

7 MR. BLANDING: We were turning right, so, the
8 ship is swinging right, sir.

9 MR. WOODY: Swinging left.

10 MR. BLANDING: Swinging right, sir.

11 MR. WOODY: Swinging right.

12 MR. BLANDING: Yes, sir.

13 MR. WOODY: The ship was coming --

14 MR. BLANDING: We were turning right to three,
15 four, eight, ((inaudible) keep turning right, I
16 believe.

17 MR. WOODY: Look at your logs and see what
18 course you were on when you are at emergency deep?

19 MR. BLANDING: Emergency deep, we were on
20 course one, two, zero.

21 MR. WOODY: One, two, zero.

22 MR. BLANDING: Emergency deep.

23 MR. WOODY: Okay. And what was the next
24 course ordered?

1 MR. BLANDING: Left.

2 MR. WOODY: Left.

3 MR. BLANDING: Left.

4 MR. WOODY: The mind does funny things, so, I
5 will have you look at this log to help you reconstruct.

6 MR. BLANDING: We came left three, four, zero.

7 MR. WOODY: Left three, four, zero. Okay.

8 Do you remember what the heading of the ship was when
9 the, when the emergency blow order was given?

10 MR. BLANDING: No, sir. It was right at mid
11 ships, that was the order was given.

12 MR. WOODY: Right at mid ships.

13 MR. BLANDING: Basically there is no order
14 course.

15 MR. WOODY: But, it was swinging left?

16 MR. BLANDING: It was, yeah, I thought it was
17 going right, but I guess we were going left.

18 MR. WOODY: All right, as I say, the mind, it
19 is like your inertial navigation systems, you have to,
20 you know, reset it every now and then.

21 What was the next course you recall? After
22 the collision, where it was?

23 MR. BLANDING: It says three, four, zero.

24 MR. WOODY: Three, four, zero.

1 MR. BLANDING: But, we never got to three,
2 four, zero.

3 MR. WOODY: I know you never got to three,
4 four, zero.

5 MR. BLANDING: Because the emergency blow,
6 midships.

7 MR. WOODY: Right. And after the, after the
8 collision what was the ship's heading?

9 MR. BLANDING: At the collision, the first
10 class came up and took the deck logs from me, when he
11 came up. So, basically, we were trying to get back
12 over there to where the ship was, to make sure they
13 were all right.

14 MR. WOODY: You are making a turn.

15 MR. BLANDING: Yes, sir.

16 MR. WOODY: But, do you have any recollection
17 of what the heading of the vessel was after the
18 collision?

19 MR. BLANDING: No, sir. No, sir.

20 MR. WOODY: At the bump?

21 MR. BLANDING: I was getting a position down
22 to make sure we were at where we were suppose to be at.

23 MR. WOODY: Okay. We have asked everybody
24 that we have talked to, to describe the collision to

1 us. How it felt? Whether there was a vibration or
2 whether there was a grunting noise? So, in your own
3 words, how would you describe it?

4 MR. BLANDING: When we first hit it, I thought
5 it was bi-plane slapping, bi-plane when we hit the
6 water, that is what it felt like, but then I heard it
7 again, and I was like, and after that everybody ran
8 towards the fan room and -- and raised both scopes and
9 looked behind us and we seen we had hit the Japanese
10 vessel.

11 MR. WOODY: Okay.

12 MR. BLANDING: So, after that we were trying
13 come back around and --

14 MR. WOODY: Okay. I think that is most of
15 the questions that I have. I appreciate it. I know it
16 has not been easy.

17 MR. STRAUCH: I have no questions.

18 COMMANDER CACCIVIO: First of all, where were
19 you when we called you this evening? This is Commander
20 Caccivio.

21 MR. BLANDING: I was in route, I was in-
22 between Waikē and here.

23 COMMANDER CACCIVIO: Okay. What were you
24 doing down at Waikē?

1 MR. BLANDING: Just riding around.

2 COMMANDER CACCIVIO: Just what?

3 MR. BLANDING: Riding around, I had to leave
4 the base.

5 COMMANDER CACCIVIO: Riding around.

6 MR. BLANDING: Get away from the base.

7 COMMANDER CACCIVIO: Okay.

8 MR. BLANDING: I had just came from, what do
9 you call it, talking to them, Lieutenant Cohen's
10 lawyer, because they wanted a statement from me also.
11 So, I just rode around.

12 COMMANDER CACCIVIO: Okay. Can you explain
13 to me when the piloting party and the modified piloting
14 party are required to be stationed?

15 MR. BLANDING: My piloting party was stationed
16 submerge, 10 miles from -- That is where the piloting
17 party, usually we station at -- or sometimes we
18 station, and it is like if we are coming around here,
19 we just station at, get like out here, by Diamondhead.

20 COMMANDER CACCIVIO: The piloting party?

21 MR. BLANDING: Piloting party, no.

22 COMMANDER CACCIVIO: Let's do it one time.

23 Where is the piloting party required to be stationed?

24 MR. BLANDING: The piloting party stationed

1 at, I am not sure the details, but usually, usually
2 stationed like 15 minutes before the -- watch.

3 COMMANDER CACCIVIO: I was just curious, you
4 had referred to it earlier, when you first started
5 talking, so, it is associated with the time?

6 MR. BLANDING: No, there is a time, it should,
7 it is like, I think it is, I want to say 10 miles from
8 shore, or 25, I want to say. I am not really sure.

9 COMMANDER CACCIVIO: Is it submerged or
10 surface operating condition?

11 MR. BLANDING: That is, submerged is like, my
12 piloting party station 10 miles from shore submerged,
13 10 miles from shore submerged my piloting party,
14 piloting party station.

15 COMMANDER CACCIVIO: Okay. So, what
16 constitutes stationing the modified piloting party?

17 MR. BLANDING: Since we were -- bank, we had
18 to station all the time. The -- bank is right hee.

19 COMMANDER CACCIVIO: Okay. What does that
20 mean, what actions occurred as a result as stationing
21 the modified piloting party?

22 MR. BLANDING: We had a nav supe up there,
23 which, you know, we had a phantom operator, which --
24 continuous, 15 minutes rounds.

1 COMMANDER CACCIVIO: Meaning he is taking
2 soundings every --

3 MR. BLANDING: He is watching it continuously,
4 but he is logging every 15 minutes, as we are also. We
5 are log the position every 15 minutes.

6 COMMANDER CACCIVIO: Okay. So modified
7 piloting party requires me to record the ship's
8 position every 15 minutes.

9 MR. BLANDING: Yes. In the position log and
10 plot it down.

11 (Pause.)

12 COMMANDER CACCIVIO: Okay. Can you tell me
13 what time the modified piloting party was stationed?

14 MR. BLANDING: It was stationed, right after,
15 after the maneuver watch was stationed, after the
16 maneuver watch. That was about --

17 (Pause.)

18 MR. BLANDING: Okay, zero, nine, eleven, a nav
19 supe, so it was stationed -- stationed modified
20 piloting party there. We secured the piloting party at
21 zero, eight, fifty four.

22 COMMANDER CACCIVIO: I am sorry, what happens
23 at eight, fifty four?

24 MR. BLANDING: We secured piloting party

1 station, modified piloting party at eight, fifty four.
2 A-Nav, was nav supe.

3 COMMANDER CACCIVIO: Who was the nav
4 supervisor when you initialed stationed the modified
5 piloting party?

6 MR. BLANDING: The navigator.

7 COMMANDER CACCIVIO: The navigator. Okay.
8 What time did you submerge?

9 MR. BLANDING: We submerged at about, we
10 submerged at 10:17 to depth one, five, zero feet.

11 COMMANDER CACCIVIO: Can you show me that so I
12 know where we are in this thing?

13 MR. BLANDING: Submerged ship.

14 COMMANDER CACCIVIO: Okay. Were all
15 conditions normal on the dive?

16 MR. BLANDING: Yes, they were.

17 COMMANDER CACCIVIO: Okay. So, was the
18 modified piloting party stationed all the time, all the
19 way up until the collision?

20 MR. BLANDING: Yes, sir. They were stationed
21 all through the night.

22 COMMANDER CACCIVIO: Okay. You said that you
23 had difficulty keeping up with the deck logs, is that
24 correct?

1 MR. BLANDING: Yes, after the collision, after
2 that, after that. Usually I look pretty good at it,
3 but, there were a lot of things going on. We were
4 coming up to PD and had the collision.

5 COMMANDER CACCIVIO: Okay. How about when we
6 were at periscope depth, you said, you said you thought
7 you went to 56 feet. Is that in the deck log
8 somewhere?

9 MR. BLANDING: No, sir, it is not.

10 COMMANDER CACCIVIO: And why is that not in
11 the deck log?

12 MR. BLANDING: Like I said before, there was a
13 lot of things going on at once. Sometimes I forget to
14 put something there.

15 COMMANDER CACCIVIO: Okay. Did you at any
16 time ask the Nav supe to help you keep up the deck log?

17 MR. BLANDING: No, sir.

18 COMMANDER CACCIVIO: Okay. Why did you erase
19 the ship's track after the collision?

20 MR. BLANDING: Because the, it stays there for
21 awhile, gets cluttered after awhile, so, we just erase
22 it. So, we reduce some clutter.

23 COMMANDER CACCIVIO: So, was there a piece of
24 mylar over here?

1 MR. BLANDING: Yes, there was.

2 COMMANDER CACCIVIO: Were the required op
3 depths, were they on the mylar or were they on the
4 chart? See, I have a xeroxed copy and so I can't tell.

5 MR. BLANDING: I believe they were on the
6 chart, sir, the times, themselves, were on the chart, I
7 believe.

8 COMMANDER CACCIVIO: Would it have been
9 reasonable to put down another piece of mylar?

10 MR. BLANDING: It would have helped.

11 COMMANDER CACCIVIO: So, why didn't we put
12 down another piece of mylar?

13 MR. BLANDING: I don't know why, sir. Didn't
14 really think of it.

15 COMMANDER CACCIVIO: So, it never crossed your
16 mind at all to preserve the track?

17 MR. BLANDING: It did after awhile, after
18 everything calmed down, it was like I messed up, I
19 should have, but the only thing they did, put the
20 collision down, 10 mile point. But, after everything
21 calmed down, the nav supe said we should have put the
22 piece of mylar down and kept the one.

23 COMMANDER CACCIVIO: Okay. You said at this
24 point the navigation supervisor was the A-Nav.

1 MR. BLANDING: Yes, he was.

2 COMMANDER CACCIVIO: Who was the A-Nav?

3 MR. BLANDING: Thomas, ET1.

4 COMMANDER CACCIVIO: ET-1.

5 MR. BLANDING: Thomas, yes, sir.

6 COMMANDER CACCIVIO: ET-1 Thomas. Is he the
7 ship's designated assistant navigator?

8 MR. BLANDING: Yes, sir, he is.

9 COMMANDER CACCIVIO: He is. And how long had
10 he been onboard?

11 MR. BLANDING: He got there when we was in, we
12 were in, back in December. He got to the boat.

13 COMMANDER CACCIVIO: Did he make the East Pact
14 with you?

15 MR. BLANDING: Yes, sir, he did.

16 COMMANDER CACCIVIO: Do you recognize his
17 signature? Is one of these signatures on the chart
18 his?

19 MR. BLANDING: The sloppy one, yes, sir.

20 COMMANDER CACCIVIO: This one?

21 MR. BLANDING: Yes. This one.

22 COMMANDER CACCIVIO: Okay. Who is this ET1
23 here that prepared the chart?

24 MR. BLANDING: First Class Quartermaster.

1 COMMANDER CACCIVIO: Okay.

2 MR. BLANDING: He is usually the chart petty
3 officer.

4 COMMANDER CACCIVIO: Okay. But, he is junior
5 to --

6 MR. BLANDING: Yes, he was mate first in last
7 cycle.

8 COMMANDER CACCIVIO: Okay. On the emergency
9 deep.

10 MR. BLANDING: Yes, sir.

11 COMMANDER CACCIVIO: Did you take a sounding
12 in conjunction with the emergency deep?

13 MR. BLANDING: Yes, sir.

14 COMMANDER CACCIVIO: And the sounding was
15 good?

16 MR. BLANDING: Yes, I did.

17 COMMANDER CACCIVIO: Okay.

18 MR. BLANDING: Every time we change depth,
19 suppose to take a sounding. But, the fan operator was
20 there, so I just looked at the display.

21 COMMANDER CACCIVIO: Right.

22 MR. BLANDING: And I seen a sounding --

23 COMMANDER CACCIVIO: Okay. What time is your
24 pappa hotel time?

1 MR. BLANDING: I believe, I think 1400.

2 COMMANDER CACCIVIO: Okay. Did you, when you
3 were at periscope depth did you think you were going to
4 be able to complete all these evolutions on time and
5 get surface to make the pappa hotel?

6 MR. BLANDING: Before we did the angles and
7 dangles, we thought we couldn't but then they decided
8 that we could have.

9 COMMANDER CACCIVIO: Who is they?

10 MR. BLANDING: We talked it over with the XO
11 and CO and they thought we could have.

12 COMMANDER CACCIVIO: They felt like you could
13 have conducted the evolution and still make pappa
14 hotel.

15 MR. BLANDING: Yes, sir.

16 COMMANDER CACCIVIO: Did you, have you ever
17 not made your pappa hotel time on time since you have
18 been standing quartermaster watch?

19 MR. BLANDING: No, sir. No, sir.

20 COMMANDER CACCIVIO: Okay. Has the boat, do
21 you ever recall whether the boat has missed a pappa
22 hotel time?

23 MR. BLANDING: No, sir, we have a 15 minutes
24 window before or after.

1 COMMANDER CACCIVIO: Okay. If you didn't
2 make a pappa hotel time, what do you have to do?

3 MR. BLANDING: Is radio in to US Information,
4 I believe, and radio to -- control and stuff, and let
5 them know you are not going to make it on time.

6 COMMANDER CACCIVIO: Okay. So, you seem like
7 you know how to do it. It is a reasonable thing. Did
8 you think if, I mean, if the ship just got really
9 delayed, could you just arrange a new pappa hotel time?

10 MR. BLANDING: You could arrange -- reason why
11 and usually they will give you a new hotel time, pappa
12 hotel time or they tell you to come in or whatever. I
13 am not really sure because we have never missed a hotel
14 time.

15 COMMANDER CACCIVIO: Okay. Was the bridge
16 box tested in preparation for surfacing?

17 MR. BLANDING: Yes, sir, it was.

18 COMMANDER CACCIVIO: Okay. When was that
19 tested?

20 MR. BLANDING: I don't really know, sir.

21 COMMANDER CACCIVIO: Is that typically logged
22 in the deck log?

23 MR. BLANDING: No, sir, it is not.

24 COMMANDER CACCIVIO: Okay. Did the ship

1 break for high speed prior to conducting nav rolls?

2 MR. BLANDING: Yes, we would get about 12
3 knots. Revised speed.

4 COMMANDER CACCIVIO: Is that logged in the
5 deck log?

6 MR. BLANDING: No, sir, it is not.

7 COMMANDER CACCIVIO: Is it required to be
8 logged in the deck log?

9 MR. BLANDING: No, sir, it is not.

10 COMMANDER CACCIVIO: Are rigs, ship rigs?

11 MR. BLANDING: Yes, sir. General emergency,
12 general emergency power has any fire, something like
13 that, you should log it in the deck logs.

14 COMMANDER CACCIVIO: Okay. When you, at
15 periscope depth, if I understand correctly you are on a
16 course of one, two, zero.

17 MR. BLANDING: Yes, sir.

18 COMMANDER CACCIVIO: Did you know that you
19 were going to conduct an emergency deep?

20 MR. BLANDING: No, sir, I didn't.

21 COMMANDER CACCIVIO: Okay. When you did the
22 emergency deep.

23 MR. BLANDING: Yes, sir.

24 COMMANDER CACCIVIO: And they ordered a rudder

1 angle to the, what was the rudder order?

2 MR. BLANDING: First it was left five degrees
3 rudder and then it was left 10 degrees rudder.

4 COMMANDER CACCIVIO: So, there was no order
5 course?

6 MR. BLANDING: Yes, course three, four, zero.

7 COMMANDER CACCIVIO: Okay. What was the, let
8 me ask you that question again. What were the rudders
9 orders? I would like to have the full rudder order
10 with the course.

11 MR. BLANDING: Emergency deep, first time it
12 was left five degrees right, and course three, four,
13 zero.

14 COMMANDER CACCIVIO: Okay.

15 MR. BLANDING: And then they increased the
16 rudder to left 10 degrees rudder, course three, four,
17 zero.

18 COMMANDER CACCIVIO: Okay. Why, why didn't,
19 why didn't the ship wait until it was on three, four,
20 zero, to do the emergency blow?

21 MR. BLANDING: I don't know the reason why,
22 sir.

23 COMMANDER CACCIVIO: Okay. Was the rudder
24 ordered to mid ship by the officer of the deck or was,

1 or did it just go mid ship as a result of ordering
2 emergency blow?

3 MR. BLANDING: Emergency surfacing, you are
4 suppose to go right mid ships.

5 COMMANDER CACCIVIO: Okay. Okay. How long
6 have you been standing quartermaster of the watch?

7 MR. BLANDING: I think a year and a half now,
8 sir.

9 COMMANDER CACCIVIO: Is this your first boat?

10 MR. BLANDING: Yes, it is.

11 COMMANDER CACCIVIO: Okay. How long has the
12 navigator been onboard?

13 MR. BLANDING: The navigator has been onboard
14 since January '99. I got there about '98. So, he came
15 on '99.

16 COMMANDER CACCIVIO: Okay. Was there any
17 abnormalcies with the ESGN system?

18 MR. BLANDING: On East pack they were acting
19 up, but then when we got to, we -- a report and then as
20 we got underway this time, there was no problem with
21 the ESGN.

22 COMMANDER CACCIVIO: Okay. So, did you or
23 did you not get GPS fix while you were at periscope
24 depth?

1 MR. BLANDING: No, sir, not the first time.
2 We came to P the first time.

3 COMMANDER CACCIVIO: The first time, did you
4 come to periscope depth more than one time?

5 MR. BLANDING: After the emergency --
6 basically --

7 COMMANDER CACCIVIO: Okay, you are right, you
8 are on surface.

9 MR. BLANDING: (inaudible) so we did.

10 COMMANDER CACCIVIO: Okay. That is all I
11 have.

12 LIEUTENANT COMMANDER SANTOMAURO: I am
13 Lieutenant Commander Santomauro, I have just one
14 question.

15 MR. BLANDING: Yes, sir.

16 LIEUTENANT COMMANDER SANTOMAURO: Prior to
17 actually going to periscope depth the ship is going to
18 be cleared of baffles in preparation to go there. And
19 you are a member in the control room, you hear the 27
20 MC pretty regular in there.

21 MR. BLANDING: Yes, sir.

22 LIEUTENANT COMMANDER SANTOMAURO: You are
23 hearing those reports back and forth. When they were
24 reporting contact information from the sonar to the

1 con, do you recall at any time ranges to Sierra 12 or
2 Sierra 13?

3 MR. BLANDING: No, sir.

4 LIEUTENANT COMMANDER SANTOMAURO: Do you
5 recall how the contacts were reported at all?

6 MR. BLANDING: No, sir, usually I don't really
7 pay much attention to con because -- sonar. Sometimes
8 I catch it, but most of the time I don't.

9 LIEUTENANT COMMANDER SANTOMAURO: Do you
10 recall, one more question. Okay. Do you recall
11 exactly how long you were at periscope depth from the
12 time they reported no close contacts to the time they
13 ordered up the emergency deep?

14 MR. BLANDING: It looks like the same time we
15 had no close contacts, so, I am guessing about less
16 than a minute.

17 LIEUTENANT COMMANDER SANTOMAURO: Thank you.

18 LIEUTENANT JOHNSON: How are you doing?
19 Lieutenant Johnson, U.S. Coast Guard. Just a couple of
20 questions here for you and I would like to ask if you
21 can maybe refer to your deck log and help us out here.

22 MR. BLANDING: All right, sir.

23 LIEUTENANT JOHNSON: You said you cleared
24 baffles left and right.

1 MR. BLANDING: Yes, sir.

2 LIEUTENANT JOHNSON: Can you tell, how do you
3 do that, how do you clear left and right?

4 MR. BLANDING: Main course to, say you are on
5 course north, right, and left to right, it is a kind of
6 course like two, seven, zero, come left two, seven,
7 zero, then come back right, left to left.

8 LIEUTENANT JOHNSON: How many degrees do you
9 have to clear when you clear baffles?

10 MR. BLANDING: I think it is, I think it is
11 like 20 degrees one way and 120 the next way. I am not
12 really sure.

13 LIEUTENANT JOHNSON: Okay. But, you
14 actually drive the ship in one direction and then you
15 drive it back in another direction.

16 MR. BLANDING: Yes, sir.

17 LIEUTENANT JOHNSON: And you do that. Okay.
18 Did you, did they do that this time, or did they clear
19 the baffles all in one direction? Does your log show
20 what we did?

21 (Pause.)

22 LIEUTENANT JOHNSON: Okay. Never mind, we
23 have the track, never mind.

24 Are you, where do you actually stand your

1 watch?

2 MR. BLANDING: On the starboard.

3 LIEUTENANT JOHNSON: That is in the control
4 room?

5 MR. BLANDING: Yes, it is.

6 LIEUTENANT JOHNSON: Okay. Is part of your
7 duties and responsibilities to track contacts?

8 MR. BLANDING: No, sir, it is not.

9 LIEUTENANT JOHNSON: Okay. Did you have any
10 kind of an awareness of any kind contact pictures or
11 any contacts of concern from the OD at all?

12 MR. BLANDING: No, sir.

13 LIEUTENANT JOHNSON: Nothing. Did you ever
14 hear the OD discussing being missing his pappa hotel
15 time? I know you just went through some of that.

16 MR. BLANDING: Yes, when I came up on watch
17 the first time I was, I had concerns about what we had
18 left to do and time, just aware of the time. But, they
19 talked it over, a bunch of officers talked it over, and
20 it was like we would have enough time to make it, do
21 what we have to do and make it on time to pappa hotel.

22 LIEUTENANT JOHNSON: So, it was a concern
23 amongst a bunch officers?

24 MR. BLANDING: Well, actually, me and the

1 first class was looking and it was like, hey, what time
2 is it, pappa hotel. It is like say like in a half
3 hour.

4 LIEUTENANT JOHNSON: Right.

5 MR. BLANDING: So, we had enough time to do
6 any of the things and emergency surface and reach hotel
7 time.

8 LIEUTENANT JOHNSON: Okay. Do you normally
9 log any contact info in your deck log?

10 MR. BLANDING: No, sir.

11 LIEUTENANT JOHNSON: Never. Okay. And what,
12 when you are preparing to come to periscope depth, at
13 what depth do you actually raise the periscope?

14 MR. BLANDING: Basically it is --

15 LIEUTENANT JOHNSON: Roughly.

16 MR. BLANDING: One, five, zero feet.

17 LIEUTENANT JOHNSON: One hundred fifty feet.

18 MR. BLANDING: All the time we, most of the
19 time we are at six knots degrees anyway, so, one, five,
20 zero feet.

21 LIEUTENANT JOHNSON: Yes. So, speed is really
22 your basic --

23 MR. BLANDING: Yes, sir.

24 LIEUTENANT JOHNSON: I am having, in my mind,

1 I am Coast Guard, so you have got to bear with me on
2 this.

3 MR. BLANDING: Yes, sir.

4 LIEUTENANT JOHNSON: Looking at some times
5 here, at 13:36, if you would refer to your log, I am
6 just looking behind you because I believe they have
7 transferred your log onto this flip chart.

8 MR. BLANDING: Yes, sir.

9 LIEUTENANT JOHNSON: All right, 13:36 you have
10 an order to make your dept six, zero feet.

11 MR. BLANDING: Yes, sir.

12 LIEUTENANT JOHNSON: And that is coming from
13 where?

14 MR. BLANDING: I believe it is one, five,
15 zero.

16 LIEUTENANT JOHNSON: Right. Now, the depiction
17 that we have up on the board here shows the next order
18 log is at 13:40.

19 MR. BLANDING: Yes, sir.

20 LIEUTENANT JOHNSON: And that is the emergency
21 deep to 400.

22 MR. BLANDING: Yes, sir. I just caught up on
23 what was going on and I just, so I just put it on one,
24 nine.

1 MR. KENNEDY: Yes. Do you normally, would you
2 log in when you were at depth? In order words, the
3 order is given at 150 feet to make your depth 60 feet.

4 MR. BLANDING: Yes.

5 LIEUTENANT JOHNSON: What I am trying to try
6 to get in my mind a picture for, is the transition
7 time.

8 MR. BLANDING: Yes, sir.

9 LIEUTENANT JOHNSON: From 150 to when you get
10 steady at 60. Do you normally log when you are steady
11 at depth?

12 MR. BLANDING: Yes, I will.

13 LIEUTENANT JOHNSON: Okay. You didn't have
14 time to do that on this particular occasion.

15 MR. BLANDING: No, sir.

16 LIEUTENANT JOHNSON: Have you got any feel for
17 how long it took you to get to periscope depth? Was it
18 abnormally slow, did it happen relatively quick? Or do
19 you just not have an opinion?

20 MR. BLANDING: It was pretty, it was, not
21 too slow, not too quick, about six minutes, six, seven
22 minutes. No more than 10.

23 LIEUTENANT JOHNSON: To get from 150 feet to
24 periscope depth.

1 MR. BLANDING: It is pretty slow, not that
2 fast.

3 LIEUTENANT JOHNSON: Do you have any, have you
4 got any idea exactly how long you were at periscope
5 depth and the scope was out of the water? Have you got
6 a feel for that at all?

7 MR. BLANDING: Like, I would say between two,
8 three minutes.

9 LIEUTENANT JOHNSON: Two, three minutes. Does
10 that officer of the deck report to you when his scope
11 is out of the water? Because if you raise it 150 feet,
12 is he looking out at that point?

13 MR. BLANDING: Yes, sir, he has his eye on the
14 scope looking ahead of us.

15 LIEUTENANT JOHNSON: Okay. And does he say
16 anything when his scope clears the water?

17 MR. BLANDING: He says scopes breaking.

18 LIEUTENANT JOHNSON: Scopes breaking.

19 MR. BLANDING: Yes, sir.

20 LIEUTENANT JOHNSON: Okay. And then does he
21 give any other reports at that time?

22 MR. BLANDING: Then he does a search, says no
23 close contacts and he does a higher, a higher look, at
24 a lesser depth. If we have six, zero, five, six feet,

1 then look around again, no close contacts.

2 LIEUTENANT JOHNSON: Sure. Did you hear the
3 officer of the deck ever report waves coming over the
4 scope or waves slapping or anything like that?

5 MR. BLANDING: No, sir. I don't recall that.

6 LIEUTENANT JOHNSON: How physically, how close
7 are you to the officer of the deck when this happens?

8 MR. BLANDING: It was like, between the
9 officer and the deck there was like three guests.

10 LIEUTENANT JOHNSON: Were there people
11 actually in the conning area, around the periscope?

12 MR. BLANDING: Yes, sir.

13 LIEUTENANT JOHNSON: They weren't on the
14 outside. They were actually right there.

15 MR. BLANDING: I was standing right there. It
16 was female here, female here and the guy --

17 LIEUTENANT JOHNSON: In your opinion based on,
18 because I have been on a couple of 688s now, and I have
19 seen the area that you are talking about, did the
20 guests presence in that actual conning area, that is
21 what I am going to call that, around the scopes, were
22 they hindering the officer of the deck's ability to
23 conduct his sweep with the scopes?

24 MR. BLANDING: No, sir.

1 LIEUTENANT JOHNSON: Was he pretty fluent and
2 he wasn't bumping into people.

3 MR. BLANDING: No, sir, he wasn't.

4 LIEUTENANT JOHNSON: Was anyone talking to him
5 while he was conducting his sweeps, any of the guests,
6 asking questions or --

7 MR. BLANDING: Not that I can recall, sir.
8 Not that I can recall.

9 LIEUTENANT JOHNSON: Okay. Did you ever see
10 any of the guests get on the periscopes just to see
11 what it looked like, look out of the periscope?

12 MR. BLANDING: No, sir. No, sir.

13 LIEUTENANT JOHNSON: Okay. And you said you
14 didn't hear him talk about waves slapping the scope
15 going into the water, right?

16 MR. BLANDING: No, sir.

17 LIEUTENANT JOHNSON: Okay. I don't have any
18 other questions. Thank you very much.

19 MR. ROTH-ROFFY: I just one or two more
20 questions, Officer Blanding.

21 When the officer of the deck ordered
22 emergency deep, did he order directly 400 feet or did
23 he order intermediate 150, or do you recall?

24 MR. BLANDING: Like I say, it was emergency

1 deep, make that dive depth 400 feet or four, zero, zero
2 feet. Emergency --

3 MR. ROTH-ROFFY: And the rudder order
4 commands, were those given by the Captain to the
5 officer of the deck?

6 MR. BLANDING: When we were on angles and
7 dangles?

8 MR. ROTH-ROFFY: No, sorry, during the
9 emergency deep?

10 MR. BLANDING: No, basically when we do
11 emergency deep -- mid ship and told to stay on course.
12 Tell them to come right to course. I think, it says
13 left, I keep saying right, right, left to course on
14 three, four, zero.

15 MR. ROTH-ROFFY: Okay. So, during the
16 emergency deep, you were steering what course?

17 MR. BLANDING: Emergency deep, we were on one,
18 two, zero, emergency deep to mid ship.

19 MR. ROTH-ROFFY: At one, two, zero?

20 MR. BLANDING: Yes, sir.

21 MR. ROTH-ROFFY: And then who actually gave
22 the command to come left to three, four, zero?

23 MR. BLANDING: It was the OD, sir.

24 MR. ROTH-ROFFY: The Captain told him to do

1 that or do you have any idea why he might have given
2 that --

3 MR. BLANDING: No, sir.

4 MR. ROTH-ROFFY: -- first change to the left.

5 MR. BLANDING: No, sir, I had no idea, sir.

6 MR. ROTH-ROFFY: Did you have any interface
7 with the guests prior to your going on watch after
8 lunch?

9 MR. BLANDING: No, sir.

10 MR. ROTH-ROFFY: This is going to sound a
11 little funny, do you remember seeing any alcohol
12 onboard between any guests?

13 MR. BLANDING: No, sir.

14 MR. ROTH-ROFFY: Not at all?

15 MR. BLANDING: No, sir.

16 MR. ROTH-ROFFY: That is all I have. Anybody
17 else have any further questions?

18 MR. WOODY: Did you bring that -- Made out for
19 you to fill out.

20 MR. BLANDING: No, sir.

21 MR. WOODY: Do you have one?

22 MR. BLANDING: We are going to -- Do you have
23 an extra one I can fill out?

24 MR. WOODY: I don't, but if you just send it

1 up to us or fax it to us.

2 MR. BLANDING: Yes, sir.

3 MR. ROTH-ROFFY: If you could just get the
4 form that you filled out. Not tonight.

5 MR. BLANDING: Is this --

6 MR. ROTH-ROFFY: Okay. We will need you to
7 fill it out, and we need you to send it up. Give it to
8 your duty officer, or your XO, he will know how to get
9 in touch with us. Okay.

10 MR. WOODY: Everyone we interview, we, we
11 customarily ask a few personal questions, like your
12 age, for example, what is your age?

13 MR. BLANDING: Twenty two, sir.

14 MR. WOODY: Twenty two. Your height and
15 weight?

16 MR. BLANDING: Five, ten, 185 pounds.

17 MR. WOODY: Eighty five. How would you
18 characterize your health? Are you in good health?

19 MR. BLANDING: Pretty good health, sir.

20 MR. WOODY: Okay. Are you taking any
21 medications prescribed by a physician?

22 MR. BLANDING: No, sir.

23 MR. WOODY: Okay. Are you taking any over
24 the counter drugs for --

1 MR. BLANDING: No, sir.

2 MR. WOODY: Aspirin?

3 MR. BLANDING: No, sir.

4 MR. WOODY: Do you wear glasses?

5 MR. BLANDING: No, sir.

6 MR. WOODY: Have any events in your life say
7 before the collision now, the month or a few weeks
8 before the collision that were depressing, sad, or did
9 you have any great news that happened to you? Any
10 highs and lows?

11 MR. BLANDING: No, sir.

12 MR. WOODY: I think that is it. Thank you very
13 much for bearing with us.

14 MR. BLANDING: You are welcome, sir.

15 MR. ROTH-ROFFY: Thank you very much. The
16 time being now 19:20. That concludes the interview
17 with Petty Officer Blanding. Thanks a lot.

18 (Whereupon, the interview was concluded.)